

SENATE RECORD VOTE ANALYSIS

104th Congress
1st Session

Vote No. 105

March 16, 1995, 12:21 p.m.
Page S-4021 Temp. Record

DOD SUPPLEMENTAL/NASA Wind Tunnel

SUBJECT: Department of Defense Emergency Supplemental Appropriations Bill for fiscal year 1995 . . . H.R. 889.
Bond motion to table the Bumpers amendment No. 333.

ACTION: MOTION TO TABLE AGREED TO, 64-35

SYNOPSIS: Pertinent votes on this legislation include Nos. 101-103 and 106-108.

As reported, H.R. 889, the Department of Defense Emergency Supplemental Appropriation Bill for fiscal year 1995, will appropriate \$1.94 billion to cover the costs of unbudgeted Department of Defense (DoD) contingencies, and will rescind \$1.96 billion in defense appropriations (mostly from the DoD) to offset the cost. Additionally the bill will rescind \$1.54 billion from nondefense accounts and will recommend that the savings be used for deficit reduction. (President Clinton requested \$2.54 billion in "emergency" funding, which would allow the spending to be added to the debt instead of being fully offset. The President requested only \$332 million in offsets.)

The Bumpers amendment would rescind \$400 million appropriated for the construction of wind tunnels by the National Aeronautics and Space Administration (NASA).

Debate was limited by unanimous consent. Following debate, Senator Bond moved to table the amendment. Generally, those favoring the motion to table opposed the amendment; those opposing the motion to table favored the amendment.

Those favoring the motion to table contended:

The Bumpers amendment would eliminate \$400 million in funding for NASA to develop modern wind tunnels. Wind tunnels are used by aircraft manufacturers to simulate flight conditions and reduce cycle times in the development of new aircraft and derivatives. In the short-term, this amendment would save \$400 million, but in the long-term it would lead to the potential loss of tens of billions, if not hundreds of billions, of dollars by our domestic aircraft manufacturing industry.

This money was provided last year to enable the Federal Government to join with the private sector in a cost-shared, accelerated

(See other side)

YEAS (64)			NAYS (35)		NOT VOTING (1)	
Republicans (43 or 80%)	Democrats (21 or 47%)		Republicans (11 or 20%)	Democrats (24 or 53%)	Republicans (0)	Democrats (1)
Abraham	Hatch	Akaka	Brown	Baucus		Bradley ⁻²
Ashcroft	Hatfield	Bingaman	Coats	Biden		
Bennett	Helms	Boxer	Domenici	Bryan		
Bond	Hutchison	Breaux	Jeffords	Bumpers		
Burns	Inhofe	Daschle	McCain	Byrd		
Campbell	Kassebaum	Dodd	Nickles	Conrad		
Chafee	Kempthorne	Feinstein	Packwood	Dorgan		
Cochran	Kyl	Glenn	Roth	Exon		
Cohen	Lott	Graham	Smith	Feingold		
Coverdell	Lugar	Heflin	Snowe	Ford		
Craig	Mack	Hollings	Specter	Harkin		
D'Amato	McConnell	Inouye		Kennedy		
DeWine	Murkowski	Johnston		Kerry		
Dole	Pressler	Kerrey		Kohl		
Faircloth	Santorum	Leahy		Lautenberg		
Frist	Shelby	Lieberman		Levin		
Gorton	Simpson	Mikulski		Moseley-Braun		
Gramm	Stevens	Moynihan		Nunn		
Grams	Thomas	Murray		Pell		
Grassley	Thompson	Rockefeller		Pryor		
Gregg	Thurmond	Sarbanes		Reid		
	Warner			Robb		
				Simon		
				Wellstone		

EXPLANATION OF ABSENCE:

1—Official Buisiness
2—Necessarily Absent
3—Illness
4—Other

SYMBOLS:

AY—Announced Yea
AN—Announced Nay
PY—Paired Yea
PN—Paired Nay

effort to develop high productivity, high Reynolds-number subsonic and transonic wind tunnels. Such tunnels, according to NASA and commercial manufacturing experts, are desperately needed if the United States' aircraft industry is going to remain competitive in the world. According to the National Academy of Sciences, testing aircraft in such advanced tunnels would lead to at least a 10-percent improvement in airplane performance.

That increased performance is going to be needed. U.S. manufacturers have dominated the industry, but that dominance is swiftly disappearing. Twenty-five years ago several European countries formed an aeronautics consortium, Airbus, and have heavily subsidized its growth. As a result, Airbus now commands 35 percent of the world marketshare in commercial aircraft sales. It has more sales than McDonnell-Douglas, and is second only to Boeing. A vital factor in Airbus' success is that the Europeans invested in six modern wind tunnels in the last 15 years, giving its planes a distinct aerodynamic edge over American planes. In America, most existing wind tunnels were funded by the Federal Government. However, all but two of the existing tunnels in the United States are more than 30 years old, and the two exceptions are special purpose tunnels that can be used only to test light commercial aircraft and military airplanes. The older tunnels have been frequently upgraded, but their design limits the extent to which improvements can be made. For building the next generation of commercial aircraft, modern tunnels are needed.

The President has not requested additional funding for this initiative in his 1996 budget request, as our colleagues have noted, but he has requested that the \$400 million already appropriated remain available until fiscal year 1997. This continuation is needed to help complete the comprehensive study to develop engineering, performance, cost, financing, and site evaluation options. Continuing with this study, especially with site selection, will help leverage the industry and State/local investment that is going to be needed to complete the planned wind tunnel complex, which will cost between \$1.8 billion and \$2.3 billion.

This cost is minor when one compares it to the benefits that will accrue. Commercial aviation is one of the few areas where U.S. preeminence still exists, providing high-skilled, high-quality jobs for American workers. In the next 20 years, the market for commercial aircraft is expected to be in excess of \$800 billion. Those sales should go to American companies. If we are shortsighted and rescind this \$400 million appropriation, they may well not. We therefore urge our colleagues to join us in tabling the Bumpers amendment.

Those opposing the motion to table contended:

The Bumpers amendment would rescind an appropriation that was never authorized, that the House has already agreed to rescind, that the President has not asked to be continued in his fiscal year 1996 budget proposal, and that the Senate agreed last year that it would rescind if the President did not request a continuation of the program. This vote should be easy for Senators. Everyone acknowledges that this \$400 million initial appropriation for building wind tunnels is specifically intended to benefit the commercial airline manufacturing industry. This industry is healthy, and is perfectly capable of building its own testing facilities if it needs them. Certainly we agree that if the Federal Government were flush with cash it would be nice to provide this help, but, as we are all painfully aware, the Government is broke and is slashing spending on virtually every program. Programs for the needy, like welfare, summer jobs, and housing are suffering especially deep cuts. Given this current fiscal reality, we cannot vote for special interest funding for a single, robust U.S. industry.